









## HONGKONG CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on the 18th August, present: Messrs. R. M. Gray (Chairman), Herbert Smith (Vice-Chairman), Hon. J. T. Ball, J. T. Jackson, S. C. Michaelson, N. A. Siba, Hon. T. H. Whitehead, and R. C. Wilcox (Secretary).

The minutes of the previous meeting were read and confirmed.

**NEW TREATY PORTS IN KOREA.**  
Read letter from Government, dated 10th ult., announcing receipt of a telegram from Peking to effect that the Korean Government had officially notified H. B. M. Minister that the ports of Champo and Mokpo will be open to foreign trade from the 1st October next.

Acknowledged on 13th ult., and copies sent to local Press.

**ERUPTION OF A LIKIN FARM IN KWANONG.**

A letter having been received (16th July) from Messrs. Arnold, Karberg & Co., announcing the formation of a syndicate, and official sanction, to farm the likin on Kwanong and matches in Kwangsi, the Chamber addressed a letter to the British Consul at Canton on the subject, and on the 27th July received a despatch stating that the syndicate in question had been instructed to suspend operations. (Copies of the correspondence already published in local Press).

Read letter from Messrs. Arnold, Karberg & Co., dated 10th July, thanking the committee for their prompt action in the matter. Letter was acknowledged same day.

**THE EASTERN MAIL SUBSIDY.**

Read some correspondence in reference to certain information required by the Sub-Committee on which to have an opinion asked for by the Government and which the Postmaster General had undertaken to apply for at the General Post Office. From the reply of the latter, it appears that there had been some misconception of what was required, which suspicion was confirmed later on by receipt of a copy of the Postmaster General's letter to General Post Office.

Resolved to write again to Mr. Thomson asking him to point out to the other applicants for the desired information and mention that it was required for the Chamber of Commerce.

**ALLEGED IMPROVEMENT OF TRADE MARKS.**

The Government having, under date 29th ult., forwarded a copy of a letter from Messrs. Marland, Son & Co., of Manchester, to the Secretary of State for the Colonies complaining of the infringement of one of their Trade Marks by Belgian Manufacturers and consequent loss of market in Hongkong for their goods, at the same time suggesting that some system of registration might be formed which could be adapted to cover Great Britain and all her Colonies.

A reply was sent on 5th August, pointing out that the complaint was very vague, and that there is already a registration of Trade Marks in this Colony.

**OFFICIAL RECOGNITION OF BRITISH FIRMS.**

**AT NEW TREATY PORTS.**

Read letter (dated 7th August) from Messrs. A. S. Watson & Co. enclosing copy of one from British Consul Agent at Shanghai stating that he did not feel authorized to insist upon the recognition of their business (established there nearly 15 years ago and since business management) as a British firm without further information. Messrs. A. S. Watson & Co. applied for the advice of the Chamber in the matter.

Decided to reply advising Messrs. Watson & Co. to apply to the Consul General at Shanghai for full information as to their rights and position, or, if they prefer it, to refer to wait for them.

**THE DANGEROUS COAST OF SOCCOTRA.**

Hon. T. H. Whitehead moved the following resolution:

"That, in view of the admitted grave danger to human life and property to shipping from Socotra, an island under the control of the Aden Political Agency and situated in one of the chief trade routes of the world, the great maritime highway between Europe and India and the East, as was evidenced by the recent grievous loss of life through the lamentable wreck of the P. & O. Company's steamship *Aden* off the eastern extremity of that island and the terrible suffering of the survivors, this Chamber addresses the Board of Trade and urges that prompt measures be taken by the British Government to thoroughly investigate the question and ascertain in the light of actual experience how best the perilous shores of Socotra can be rendered less dangerous to shipping than they now are, and take such steps as may be deemed necessary to obviate the danger, and that this Chamber forwards copies of the said letter to the London and other Chambers of Commerce and Shipping Association."

The resolution was adopted.

Yesterday the Chairman of the Chamber forwarded a letter to the Board of Trade on the subject.

**TRANSIT PASS GUARANTEE FUND.**

It was agreed, on the motion of the Chairman, to cancel the guarantee, signed 19th Sept., 1894, for the purpose of making trial consignments of goods to some of the interior markets as the question has been settled and there is no longer any necessity for retaining the guarantee in existence.

**CORRESPONDENCE.**

**THE TRADE MARK DIFFICULTY.**

The following is among the correspondence submitted at the meeting. We shall publish the other letters to-morrow.

Manchester, 13th August, 1896.

To Her Majesty's Secretary of State for the Colonies.

SIR,—We had occasion to wait upon you on Tuesday last with reference to one of our trademarks, viz., the "Horsehoe," which is being imitated by Belgian manufacturers and sent in large quantities to Hongkong. Seeing that quite recently circulars have been issued asking for information as to why British goods were not in greater demand in the Colonies, and how the trade between Great Britain and its Colonies could be extended, we thought that this matter would be of the greatest possible interest to you, the more so as it is not an isolated case, but one which is frequently coming up. We had further hoped that you would be able to render us some assistance in this matter, seeing that our mark is registered in Great Britain.

Our English Agents, Messrs. R. D. Warburg & Co., will communicate with you, with reference to the same matter, and will furnish you with proofs, in the form of documentary evidence, of the injury done, by such parties, to British manufactured goods.

We must apologise for troubling you upon such a matter, but feel sure that it will be of interest to you to know that such practices are being carried on.

If we might offer a suggestion, we should say that it would facilitate the sale of British manufactures, if some system of registration could be adopted, which would cover Great Britain and all her Colonies.

Yours faithfully,  
MARLAND, SON & CO.

## MAT SALEH.

THE NOTORIOUS NORTH B'ARNEO REBEL.

A correspondent, who professes to have been personally acquainted with the above hero, sends our young and enterprising Penang contemporary, the *Strait Observer*, the following communication, in order, as he says, to show that Mat Saleh is not the murderer, robber and brigand as is represented to be. The circumstances put us very much in mind of the connection with another so-called "brigand"—the Pakang rebel of 1892. It is always refreshing—and sometimes instructive—to have an unofficial account of such "rebels," especially if the critic has been personally acquainted with the man, country and affairs he speaks of, which is the case in the present instance. The *Observer's* correspondent, "Fairplay," writes:—

Mat Saleh is the son of an influential chief in the Upper Sagat district, whose lands were acquired by the Chartered Company from the Sultan of Brunei, who receives a yearly subsidy, consisting of several tons of bronze coin, for the hire or purchase of his territory. The Sultan's authority, in Mat Saleh's district, is only nominal; the greater part of the natives in all probability never heard of him; and no part of the bronze coin subsidy ever reaches this district. Mat Saleh, being the son of the great chief of this district, has always been looked upon as a leader among his people. He is by no means the robber, brigand, &c., that the Company try to make him appear; but may be looked upon more in the light of a political offender.

During the year 1895, the Company accused him of harbouring bad characters, and summoned him to attend their police court in Sandakan to give an account of himself. He arrived in Sandakan about the 17th of August, 1895, accompanied by over 100 armed men, and expressed himself ready for the *beret* in the Police Court. The authorities in charge were divided, and there was great consternation among the citizens. They therefore, asked him to be kind enough to go away, as they did not want to have anything to do with him. However, he told them he was not to be hurried, and as his men were some what tired, he remained in Sandakan about 7 days, during which time he and his warriors behaved in a very orderly manner; and, after having received a present of some rice, he went quietly away to his own district. As soon as he got to the place, the place of the "Beret" ceremony, and each one said what he would have done if he had been "Beret." After a few days they got up to the remnants of the "Beret" ceremony, consisting of 4 Generals, 8 Sergeants and about 100 Dyaks, and put them on board the launch *Imperial* navy, and sent them away after Mat Saleh with orders that he was to give himself up and be brought back to Sandakan to answer for his breach of good manners.

During this time Mat Saleh had disbanded his men and retired to his sea-shore residence, near Temonggan. The British army, before attacking him, first asked the assistance of a neighbouring chief, who expressed himself as willing to help them, but excused himself on the grounds of not having sufficient men. They first sent Mat Saleh a summons to give himself up and come with them; but he said he would rather not, and told them to go away. After some consideration, the army disembarked and made a furious attack on the place; and, after bombarding it some time, they rushed in, but found it empty, as Mat Saleh had retired by the back door in order to meet his warriors. The army looted the house and then set fire to it, the spoil consisting of two state umbrellas and some old pans. They then retired in good order to the beach, where they captured an empty sampan, which they carried to Sandakan and set upon a pedestal, as a war trophy, in front of the Police barracks. They also reported Mat Saleh as completely defeated and finished. This, however, proved a mistake, as, several days after, news came that Mat Saleh had been making reprisals and had plundered a village near the Lihok river, after capturing the police station. He, however, returned the rifles and did not harm the police. The authorities again mustered the army, but this time they were more wary, as Mat Saleh had sent word that he was sorry he was not quite ready for them when they attacked his house and captured his umbrellas; but he hoped that when they next met they would have a *makan besar*. The army, however, after doing some counter-marching, returned to headquarters and reported Mat Saleh as still alive.

He, however, has always turned up again, from time to time, and given it for fact and no more. As the authorities openly boast of having attacked him with a large force some months ago, and found several of his men dead on the spot, he, by plundering Gaya, has only paid them back in their own coin. He is of rather a chivalrous nature, as is proved by the manner in which he acted when he had the Company in his power in August, 1895, when, instead of plundering the copper coin depot and destroying Sandakan, he harmed no one and went quietly away.

**THE ENGLISH TURF.**

**THE GOODWOOD STAKES.**

The result of the race for the Goodwood Stakes, run on the 18th July, is given by our up-to-date sporting contemporary, *Asian*, as follows:—  
Mr. W. G. Stevens's ch. c. GLUTEN by *Thaur*—Bran Bred, 4 years.  
Mr. Newton's b. c. ECLIPSE, by *Aubrey*.  
Young Jessie, 5 years.  
H.R.H. the Prince of Wales's b. g. GLENTIL by Highland Chief—Duchess of Connaught, 6 years.  
The course in the Goodwood Stakes is 2½ miles, and the race is worth, approximately, £500. Last year, when it was won by *Carlton Grange*, who, like *Gluten*, was a 4-year-old, it was worth £165; but the year before (in which year it was won by *Campanella*) it was worth £155. Mr. W. G. Stevens, the owner of the winner, is the well-known trainer of Newbury, Berke, who for years past has stood well in the list of winning owners, and also in the list of winning trainers. His best year as an owner, of recent seasons, was in 1893, when he won £5,551, but last year he stood 4th on the list with £2,268 to his credit, while as trainer he was credited with £6,652. He alone was beaten in that year by Mr. J. Jewitt in regard to the number of winners sent out. Mr. Jewitt's list comes to 23, while Mr. Stevens's number was 31. The result of the race comes as a little surprise after the race for the Great Metropolitan Stakes, but that event was in April, and, of course, there has been time for horses to come on and go off. But that race gave a good guide to the Goodwood Stakes, for it is a race of only a quarter-of-a-mile shorter distance; and all the three horses placed above ran in it. Of the three, *Gluten* then came off the best, as he at 7 y. 2 m. ran second in the race (which was won by *Sollman*). *Gluten* (5 st. 10 lbs.) was fourth, and *Carlton* (8 st.) was fifth. Positions have been altered a good deal in the race under review, but it was not the first time *Gluten* has beaten *Glentil*, as he did this in the Oval Handicap at Gatwick last year, though *Glentil* was then giving him of the *Gluten* race three times in 1895, coming off best in the Hammer-

stone Nursery Handicap, at Leicester, in which he ran second. He was unplaced in the Royal Two Year Old Plate at Windsor, and also in the Michaelmas Plate at Manchester. Last year he appeared 11 times; was first on four occasions; and twice; and 3rd once. His wins were the Castle Mile Maiden Plate, at Warwick; the Club Open Water Plate at Lingfield last September; the Autumn Handicap of £200 at Birmingham; and the Oval Handicap of £265 at Gatwick—these, his two best wins, taking place in October. He was second in the Shiloh Maiden Plate, at Lingfield, in the Michaelmas Plate, and in the Second Water Handicap, at Newmarket, in April. *Eclipse* is a horse with less record, but who has done well the last two years, though only raced three times in that period. In 1895 he was 2nd in the Newmarket Apprentices' Plate, and last year he won the only two events he was sent out for, namely, a Selling Plate, worth £107, at Newmarket, in September, and the Hurst Park November Handicap of £184. *Glentil* has been often seen, having the Prince of Wales's colours. In 1895 he was 2nd in a very good company, due to the promise he showed at his opening engagement, in winning the Derbyshire Stakes of £350. He, however, ran unplaced in the Chester Cup and Manchester Cup, and was then held back till the Chevrolet Stakes, when he ran 3rd; but at his last appearance in that year, namely, in the Chateaufort Stakes at Derby in September, he came off a winner. Last year he was 2nd in 11 times—like *Gluten*—gaining three brackets; and being 2nd in the Brighton Water Plate, in June; the Walton Handicap at Hurst Park, and the New Barn Handicap at Manchester, winning altogether £750 for the Prince of Wales last year. He was second in the Queen's Plate at Lincoln and the Berwick Water Handicap; third in the Newmarket Stakes and the Queen's Plate at Derby; 4th in the Goodwood Stakes (his very race last year) and in the Oval Handicap (won by *Gluten*) and nowhere else. The Babraham Plate and the Monckton Stakes. The Goodwood Stakes were first run in 1823. Below we give a list of winners in the last ten years, 1888-97: Stourhead, Ingram, Papyrus, White Feather, Ralph Neville, Red Eyes, Saddle Legs, Campanella, Carlton Grange, and *Gluten*.

**THE GOODWOOD CUP.**

The race for the Goodwood Cup resulted on the 18th ultimo thus:—  
Mr. H. McClelland's Count Schomberg, 1.  
The Duke of Westminster's Labrador, 2.  
H. R. H. the Prince of Wales's Oakdene, 3.  
Oakdene was fourth in the Derby this year.

**THE GREAT EBOR HANDICAP.**

The Great Ebor Handicap (1½ miles) is the next great event of the English Turf. It will be run on the 19th instant and as the entries are unusually numerous it should result in a big field and an exciting contest from start to finish.

**THE ST. Leger Stakes.**

There are 221 entries for this classic event, which comes off on the 8th September.

**THE NEW RULES OF THE ROAD AT SEA.**

The June number of the *Nautical Magazine* contains the following verses. The figures at the end of the lines indicate the corresponding articles of the regulations:—  
**STEERING AND SAILING RULES.**

**FOR A STEAMSHIP.**

I keep clear of all sailing-ships—this my first rule  
And of steamers that cross from my own  
starboard side;  
Overtaking a ship to keep clear I shall need,  
But in all other cases I keep course and speed.  
Except when I'm meeting a steamer end-on,  
Then we both port our helm and the danger is gone.  
TO KEEP CLEAR.  
When I have to keep clear, duty seldom allows  
Me to do it by crossing the other ship's bows.  
When I have to keep clear I must slacken  
my speed.  
Or stop and reverse if there seems any need.  
TO SIGNAL MY MOVEMENTS.  
I also must "sound" what I'm doing,  
perforce,  
One short blast—"to starboard" directing  
my course.  
From two "H's" directed to port" you may learn,  
And three means "my engines are full speed astern."  
FOR SAILING SHIP.  
Wind sit—I must keep clear of all sailing ships  
Whether they are sailing close-hauled or free.  
Wind free—I keep clear of all "sailers" close-hauled.  
Or on same tack to leeward of me.  
Wind free—if on port tack, I also keep clear.  
Of free starboard-tack "sailers" as well.  
But if close-hauled on port-tack the rules to avoid  
Only close-hauled on starboard-tack tell.  
Overtaking I keep clear. Where I have to keep clear  
Not to try crossing bows I must heed.  
And in all other cases, to steamers as well.  
I must keep both my course and my speed.  
FOR ALL VESSELS.  
There are some classes—e.g., vessels at anchor, vessels fishing (see Art. 20), vessels not under command, and the like—of which all vessels navigating under ordinary conditions are bound to keep clear. The following is a safe but not an exhaustive rule as regards such classes at night:—  
When white lights alone without colours appear  
Then, whatever the vessel, I ought to keep clear;  
And red-red or red-white-red in vertical line.  
Means that I must keep clear and not cut it too fine.

**SOUND SIGNALS IN FOG. (15.)**

One long blast means "steamer with way under way."

Two long "steamers stopped but not anchored."

One fog-horn blast, "sailing ship on starboard-tack."

Two, "same on port," and three "wind at her back."

One long and two short blasts, "I can't keep clear," tell.

And a vessel at anchor keeps ringing her bell.

## NOTANDA.

CALENDAR.

AUGUST.

*Meteorological means based on ten years' observations to 1895.*  
Barometer ..... 29.764  
Thermometer ..... 80.9  
Humidity ..... 83  
Rainfall ..... 13.89

TO-DAY.

**WEATHER REPORT.**  
On date at On date at  
10 a.m. 4 p.m.  
Barometer ..... 29.86 29.78  
Thermometer ..... 84 83  
Humidity ..... 77 83  
Rainfall .....

TO-DAY.

Thursday, 10th August, 1897. (St. Lawrence.)  
Chinese—22nd of 7th moon of 23rd year of Kuong-shi.  
(Fête of the god of wealth.)  
Jewish—21st Ab, 5657.  
Mohammedan—20th Rabi' 1, 1316.

Sun—Rises ..... 5hr. 39min.  
Sets ..... 6hr. 27min.  
High water—Morning ..... 6hr. 40min.  
Afternoon ..... 1hr. 4min.  
Low water—Morning ..... 7hr. 21min.  
Afternoon ..... 6hr. 24min.

**ANNIVERSARIES.**

1897—The s.s. *Asahi Maru* sank at her moorings in Kobe Harbour.

**TO-MORROW.**

Friday, 20th August, 1897.

Chinese—23rd of 7th moon of 23rd year of Kuong-shi.  
Jewish—22nd Ab, 5657.  
Mohammedan—21st Rabi' 1, 1316.

Sun—Rises ..... 5hr. 35min.  
Sets ..... 6hr. 20min.  
High water—Morning ..... 1hr. 15min.  
Afternoon ..... 2hr. 15min.  
Low water—Morning ..... 8hr. 07min.  
Afternoon ..... 6hr. 20min.

**ANNIVERSARIES.**

1897—Miguel Lopez de Legazpi died at Manila.

1842—Conference between Sir Henry Pottinger and K'ung-ling on board the *Cornwallis* at Nanking.

1860—Tientsin taken by the Allied Forces.

1855—John Day, the dynamiter, released from prison.

## MEMORANDA.

**TO-MORROW.**—10th August.

Australian and English mails due.

**SATURDAY.**—21st August.

Noon.—Meeting of shareholders of the Hongkong Hotel Co., Ltd., at the Company's hotel.

4.30 p.m.—Gymkhana at Happy Valley.

## SHARE MARKET.

**LATEST QUOTATIONS.**

North-China, 110; 200; Steamboat Co., \$33;  
Douglas, \$64; China Sugar, \$12; Luen  
Sugars, \$45; Rubber, \$19; Dock Co., 237 per  
cent. prem.; Ewos, 110.

## SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Rohilla*) 10-morrow.  
Indian (*Katung*) 23rd inst.  
American (*Dover*) 24th inst.  
Canadian (*Empress of India*) 25th inst.  
German (*Prinz Heinrich*) 25th inst.  
Australian (*Sagami Maru*) 25th inst.  
Austral.-Ind. (*Memmut*) 26th inst.  
French (*Yarra*) 30th inst.  
Canadian (*Empress of Japan*) 15th prox.  
German (*Preussien*) 23rd prox.

THE P. & O. S. N. Co.'s steamer *Formosa* from Cebu, arrived at Hongkong yesterday morning.

THE Canadian Pacific Railway Co.'s steamer *Empress of India* arrived at Nagasaki at 6 a.m. to-day and left at 5 p.m. for Shanghai, where she is due at 6 a.m. on the 21st inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of China* arrived at Kobe at 7.30 p.m. on the 17th, and left yesterday afternoon for Yokohama, where she is expected to arrive at noon to-day.

**SHIPPING RETURNS.**

From 5 p.m. yesterday to 5 p.m. to-day.

**ARRIVALS.**

*Mahide* ..... steamer, from Folioh  
*Germans* ..... " " Singapore  
*Comopol* ..... " " Holbow  
*Melpomere* ..... " " Singapore  
*Davis* ..... " " Saigon  
*Draiers* ..... " " Saigon  
*Wingang* ..... " " Swatow  
*Pinyang* ..... " " Canton

Aggregating, 9,687 tons register.

**DEPARTURES.**

*Hollan* ..... steamer, for Pakhoi  
*Tatchoong* ..... " " Arce Bay  
*Candia* ..... " " Yokohama  
*Pinyang* ..... " " Hongkong  
*Falkenberg* ..... " " Hongkong

Aggregating, 7,540 tons register.

**HONGKONG AND WEAPOAO DOCK RETURNS.**

City of Rio ..... in Kowloon Dock.

*Phra Chom Klao* ..... " " "

*Tatchoong* ..... " " "

*Phra Chom Klao* ..... " " "

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## CABLE CHESSE MATCH.

SINGAPORE v. HONGKONG.

The following are the present positions in the Chess Match being played by cable between Hongkong and Singapore:—

**GAME 1.—RUY LOPEZ.**

White (Singapore). Black (Hongkong).

1 P-K4 P-K4

2 Kt-KB3 Kt-QB3

3 P-Q3 P-Q3

4 P-Q4 P-K3

5 Kt-KP B-Q2

6 Kt-QB3 Kt-B3

7 P-B4 B-K2

8 Kt-B3 Castles



## Intimations.

## A STRIKING SUCCESS!

## MAYPOLE SOAP

BUT WON'T WASH OUT OR FADE.

## DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES of COTTON and WOOL, &amp;c.,

Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Pinafores, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &amp;c., &amp;c., &amp;c.

## COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Alce-Blue, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China,

WATKINS &amp; CO., Apothecaries' Hall, 66, Queen's Road Central.

Dr. KNORR'S  
ANTIPIRINEDr. OVERLACH'S  
MIGRAININE

patented

"LION BRAND."

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used to Gonorrhea in 1 to 2 percent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF LEE LUCAS, IN  
the House Road.

IS now in a position, in his new and commodious premises, in the above, to receive all PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1897.

## SIEN TING,

SURGEON DENTIST,

No. 10, D'ARCADE STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1897.

## Hotels.

WINDSOR HOTEL,  
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,

Proprietor &amp; Manager.

Hongkong, 3rd April, 1895.

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,150 feet above sea-level, has been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent views of the Harbour and mainland of China.

For further particulars, apply to

THE MANAGER,

New Victoria Hotel.

Hongkong, 24th November, 1896.

## THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for liberality in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURKISH from the Straits.

The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the best shipped to the Far East. In addition to the BAR, GRILL and DINING ROOMS, the upper floor are arranged to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS.

PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice. ICE CREAM from 2 P.M. to 11 P.M. COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM.

FREDERICK BISHOP,

Manager.

## NEW VICTORIA HOTEL.

## ROTISSERIE.

## MEALS A LA CARTE.

CHOPS, STEAKS, &amp;c., &amp;c., at any time between 7.30 A.M. and 11.30 P.M.

## MONTHLY BOARDERS at Moderate Rates

MADAR &amp; FARMER,

Proprietors.

Hongkong, 24th September, 1896.

## Shipping.

## STEAMERS.

## "BEN" LINE OF STEAMERS.

THE Steamship

FOR NEW YORK, VIA SUEZ CANAL.

Captain Thomson, is due here towards end of August, and will have quick despatch.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 27th July, 1897.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"HUPEH,"

Captain Quill, will be despatched as above TO-MORROW, the 20th instant, at 4 P.M.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 18th August, 1897.



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY &amp; MELBOURNE.

THE Company's Steamship

"OMI MARU,"

Captain C. Young, will be despatched for the above Ports TO-MORROW, the 20th instant, at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by electricity throughout. A daily qualified Doctor and a European Stewardess are employed.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 10th August, 1897.

FOR SHANGHAI AND CHINKIANG.

THE Steamship

"PEI-YANG,"

Captain Kohler, will be despatched for the above Port TO-MORROW, the 20th instant, at 4 P.M.

For Freight or Passage, apply to

SIEMSEN &amp; Co.,

Agents.

Hongkong, 17th August, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO YOKOHAMA (DIRECT).

THE Company's Steamship

"MELPOWENT,"

Captain E. Meckel, will leave for the above place TO-MORROW, the 20th instant.

For Freight or Passage, apply to

SANDER &amp; Co.,

Agents.

Hongkong, 13th August, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"HUNAN,"

Captain Fessler, will be despatched as above on SATURDAY, the 21st instant, at 2 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 18th August, 1897.

"SHELL" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"EURELECTIA,"

Captain Morris, will be despatched as above on SUNDAY, the 22nd instant.

For Freight, apply to

ARNHOLD, KARBURG &amp; Co.,

Agents.

Hongkong, 10th August, 1897.



NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR KOBE (DIRECT).

THE Company's Steamship

"SANUKI MARU,"

Captain Balbridge, will be despatched as above on MONDAY, the 23rd instant, at 4 P.M.

This Steamer is fitted with Superior Accommodation for First and Second-class Passengers and is lighted by electricity throughout.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 10th August, 1897.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FREY,"

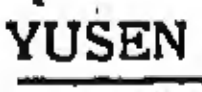
will be despatched as above about 25th August.

For Freight, apply to

MELCHERS &amp; Co.,

Agents.

Hongkong, 10th August, 1897.



NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOK.

THE Company's Steamship

"HOGO MARU,"

Captain H. Weller, will be despatched as above on FRIDAY, the 27th instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 17th August, 1897.

## SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 4th February, 1897.

FOR SAN FRANCISCO.

THE 100 A British Ship

"HEATHBANK,"

McKee, Master, shortly expected, will load here for the above Port, and will have quick despatch.

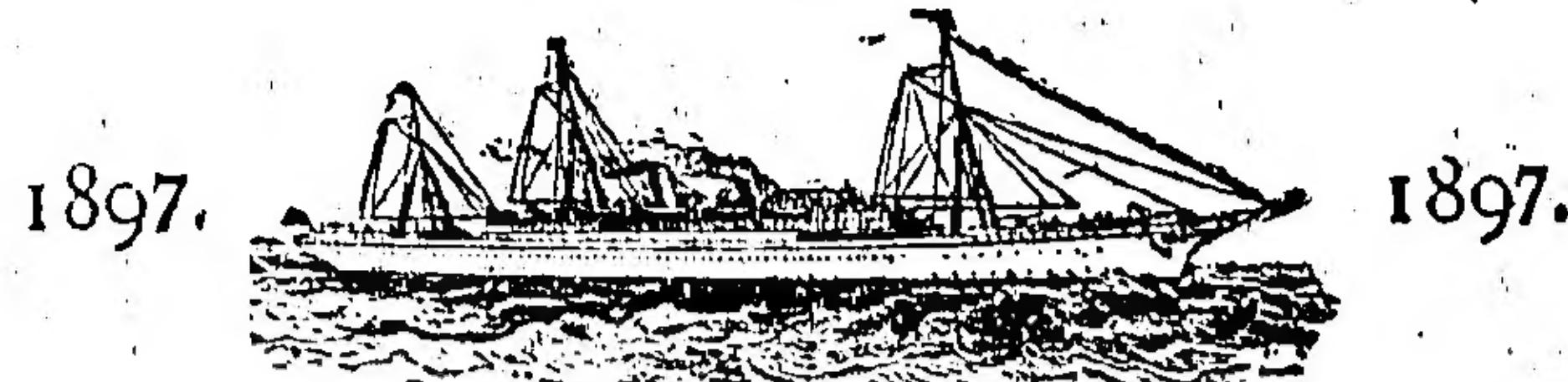
For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 17th June, 1897.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 1st September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 19th September.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 27th October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further S. and making connection at Vancouver with the CANADIAN TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Patten's Street.

Hongkong, 11th August, 1897.

OCCIDENTAL & ORIENTAL  
STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Thursday, 2nd Sept., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Tuesday, 21st Sept., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Saturday, 9th Oct., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 2nd Sept., at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S PATENT GENUINE

COMPOSITION RED BRAND,

HARTMANN'S GREY PAINT,

DANIEL'S PATENT MOTOR LAUNCHES

&amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 17th June, 1897.

## Mails.

## THE PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"KAISAR-I-HIND,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &amp;c., on THURSDAY, the 26th August at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. India leaving that Port on the 18th September for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The "Container" and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 13th August, 1897.

## NORTHERN PACIFIC

## STEAMSHIP AND RAILWAY

## COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the ILLINOIS and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON (via Vancouver, B.C.)

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK (via Vancouver, B.C.)

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA (via Vancouver, B.C.)